

## APPROVED

### BEAVERTON TRAFFIC COMMISSION MEETING MINUTES AUGUST 4, 2011

#### CALL TO ORDER/ROLL CALL

Chairman Steve Harris called the August 4, 2011, Traffic Commission meeting to order at 7:00 p.m. and called the roll.

Traffic Commissioners present included Steve Harris, Ernie Conway, Ashley Hosford, and Amy Johnson. Commissioners Lauren Holmes, Bradford McClean, and Vincent Tran and were absent and excused. Alternate John Herring was in the audience. City of Beaverton staff included City Transportation Engineer Jabra Khasho, Project Engineer Baotu Ho, Traffic Sergeant Steven Schaer, and Commission Recorder Debra Callender.

#### VISITORS

No one from the audience came forward.

#### STAFF COMMENTS

Mr. Khasho said the Commissioners had before them additional written testimony on tonight's public hearings. He said TVF&R (Tualatin Valley Fire and Rescue) sent the Commission a letter and photos concerning Issue TC 686. He said there is a memorandum from staff in response to the TVF&R letter. He introduced project engineer Baotu Ho who works on traffic signal design and signal timing for the City.

#### CONSENT

Chairman Harris reviewed the consent agenda comprised of the draft minutes of the July 7, 2011, meeting and Issue TC 685 "Centerline on SW Cascade Avenue."

Commissioner Conway MOVED, SECONDED by Commissioner Johnson to approve the July 7, 2011, meeting minutes as written and Issue TC 685 "Centerline on SW Cascade Avenue." Question called on the motion. Commissioners Harris, Conway, Hosford, and Johnson voted AYE, the MOTION CARRIED unanimously. (4:0)

#### PUBLIC HEARINGS

##### **Issue TC 682: Parking Restrictions on the West Side of SW 155th Avenue near Tephra Terrace**

Chairman Harris reopened the public hearing concerning TC 682.

Staff Report:

Mr. Khasho said on April 7, 2011, the Traffic Commission held a public hearing on Issue TC 682 but they did not adopt the final written order. At the July 7, 2011, meeting during the Visitor's section of the meeting, a resident asked the Commission not to approve the final written order on TC 682 and to reopen the public hearing. Mr. Khasho said the Commission then voted to reopen the public hearing for additional written and oral testimony. Tonight is the date set for the reopened hearing.

Public Testimony:

The Commission received written testimony on this issue from Traffic Sergeant Steve Schaer, Colin and Beverley Burns, Rhonda Coakley representing Sexton Mountain Neighborhood Association Committee (NAC), Dennis Kramer, Barbara Schierstein, and Traci Kramer (in the record).

Rhonda Coakley, Beaverton, said she represents herself as a resident and the Sexton Mountain NAC where she is chairperson; she has lived near this site for eight years. She said this section of roadway is one of the few remaining sections of 155th without sidewalks. Ms. Coakley explained that this project has been on the City's Capital Improvement Plan (CIP) for several years; however, the economic decline has postponed project implementation. She said as the City cannot afford to install the needed sidewalks, the City instead provides and maintains a chip pathway along this section of 155th to improve pedestrian safety until the project was funded.

Ms. Coakley said she is also actively involved with Beaverton's Committee for Citizen Involvement and the City's Community Vision Advisory Board. She said it is extremely unsafe to continue allowing parking on the chip pedestrian path and she provided eight color photos illustrating pathway parking problems (in the record). She discussed safety issues including a steep roadway grade, lack of visibility when cars back out of parking, no safe space for bicyclists, and increasing traffic on 155th. She pointed out items in the Beaverton Community Vision Report supporting her belief that the Commission should restrict parking, including Actions 18, 45, 53, 54, 55, 56, and others.

Ms. Coakley repeated that this was the only section of 155th without sidewalks. She said allowing cars to park on the pedestrian pathway was completely opposite to both the City's vision and intention of increasing pedestrian safety by providing a chip pathway. She asked the Commission to restrict all parking near the pathway.

Commissioner Johnson asked where Ms. Coakley would suggest residents park instead.

Ms. Coakley said they could park in their driveways, garages, or on surrounding streets. She pointed out that they are actually parking in a temporarily fire lane that would eventually become the development's main entry. She stressed there are other options.

Cary Hess, Beaverton, said her home in Stone Ridge Circle has such a short driveway that a car cannot park there without extending over the sidewalk. She said she rents her garage and part of her home to a roommate so she has no place to park when Stone Ridge Circle's 14 extra spaces are occupied. She said there are 44 homeowners competing for these 14 extra spaces, so at least once a week she parks on 155th to avoid a \$250 parking fine from her HOA (Home Owner's Association). She said it is uncomfortable parking her car in front of someone's home in a different neighborhood, especially when she is gone for the weekend. She does not like walking on the roadway

at night. Ms. Hess said she feels there is no viable solution for homeowners who need extra parking; her only choices are a \$250 fine from her HOA or parking illegally on 155th. She does not know what to do if the Commission restricts parking on 155th.

Ms. Hess added that the real problem is the speed of cars on 155th and she suggested that the City lower the speed limit to avoid crashes.

Commissioner Conway asked if the HOA knows how they will replace lost parking when the development's driveway is moved to the area where cars currently park.

Ms. Hess said she usually does not attend HOA meetings; however, she heard the HOA has hired an architect to add four to six additional parking spaces on the development's property. She said that is not enough extra parking to solve the problem.

Chairman Harris asked if she knew about the parking situation when she decided to buy a home in this development.

Ms. Hess said she did, although at first, no one objected to her parking on the sidewalk. She said only later did the HOA begin enforcing the rules and issuing \$250 fines. She said the HOA's rules always stated parking on sidewalks was prohibited.

Jay Herzog, Beaverton, said the Commission settled this issue at the April 7 hearing and since then there has been no new information, statistics, casualties, incidents, or car crashes. He said it is difficult to believe the City is spending this much time on an area that has not changed in the slightest since the last hearing. He said people are afraid of lots of things but those things seldom happen. He said he has children so he understands that people want to protect children from traffic.

Mr. Herzog said the City is ignoring possible solutions. He said the City could move all sections of the path adjacent to the roadway; then cars could pull in farther when they park and avoid parking on the path. He said this solution would eliminate the problem. The City could install the missing sidewalks, reduce the hill's berm, and stop allowing high-density housing developments without understanding residents' parking needs. He stressed nothing has changed since the Commission's last decision.

Commissioner Conway asked what the HOA is doing to improve parking.

Mr. Herzog said he is on the Covington HOA Board and they are reviewing various solutions because they hear parking complaints at every meeting. He said most homes have three-foot long driveways that are useless for parking. He said what has been described as a temporary fire lane is only a barricaded access that would eventually become their main driveway access. He said that could not happen until the City lowers the berm on 155th and the current access is closed. He said the HOA has considered purchasing the temporary driveway property to use as extra parking and they hired a consultant to clarify the City's greenspace requirement. He said the City would not allow them to reduce their greenspace in order to add more parking; they want to know why the City's greenspace calculation is larger than their independent calculation. He said they are also considering digging into a hillside to add three parking spaces, though this would be extremely expensive. They might also convert some parking to compact only parking.

Mr. Herzog said many other housing developments in this area have exactly the same parking issues and these residents need to continue parking on 155th. He stressed that this is a City-wide issue.

Commissioner Conway said asked about the school bus stop.

Mr. Herzog said the school bus stop is south of Stone Ridge Circle near Breccia Drive. He said that is quite a ways from the top of the hill and if a driver cannot see the school bus stop they have serious vision issues.

Chairman Harris asked if the barricade was intended as a fire access.

Mr. Herzog said he thought it was not.

Chairman Harris said he understood that, eventually, it would be the main driveway.

Mr. Herzog said the current driveway is the only way fire equipment can enter Stone Ridge Circle; this is a temporary driveway and is not the street stub with the barricade. He said the reason the HOA strictly enforces parking rules is because Stone Ridge Circle is too narrow for fire vehicles when cars park on the roadway. He said that is a real danger for their residents, as opposed to an anticipated danger.

Linda Wanitschek, Beaverton, said she lives in another nearby development, she confirmed people from Tephra Terrace, and other areas park on the chip pathway. She walks her dog along the path four times a day and said it is difficult to pass the parked cars without walking on the roadway. She said this week, a car speeding down the hill buzzed past while she walked on the roadway to avoid the parked cars. She said this was at 5:30 a.m. and she had to dive off the roadway to save herself.

Ms. Wanitschek said she empathizes with the residents who bought homes without adequate parking and she thinks the City made a planning error because the area's density was terrible. Her HOA affixes hard-to-remove, bright orange stickers on cars found parked more than one hour in no parking areas. She said recent roadwork detours trained drivers that 155th is a fast route and this increased traffic. She said when cars drive off the chip path the path becomes a rutted, muddy mess for pedestrians with streams of mud running down the road. She said if the City continues to allow parking on the path, then they should provide a mud-and-rut free alternate route for pedestrians.

Commissioner Johnson asked how many extra cars park in her neighborhood.

Ms. Wanitschek said she lives in a gated community so outsiders cannot park in her neighborhood; they police only how their homeowner's park.

Commissioner Hosford said it looks like there would be enough room for everyone if the cars would only pull all the way in over the path.

Ms. Wanitschek said some drivers park carefully and others do not. Pedestrians who walk behind the cars must leave the chip pathway; cars park tightly and at odd angles covering the entire pathway. She said every day about 200 to 400 people walk here.

Commissioner Conway asked where Ms. Wanitschek's guests park.

Ms. Wanitschek said her gated community has 12 extra parking spaces and when those are full, guests park on streets in the surrounding neighborhoods.

Cherie Henry, Beaverton, said she has lived on Talus Way for 16 years and walking on this section of 155th is very dangerous because of drivers' limited view as they crest the hill. She said the City clearly intended the chip pathway only for pedestrians, not cars. She said the situation is still unsafe, even though no one has been injured.

Staff Comments:

Mr. Khasho said he heard confusing statements during testimony about the development's driveway and fire access. He said current access to Stone Ridge Circle is through a driveway north of Breccia Drive; though, this will change when 155th is rebuilt and the street's profile is adjusted. He said the current access would close and a new driveway would be built where the barricade now stands. He said this barricade blocks a secondary access to Stone Ridge Circle for emergency responders. He said in the event of a serious incident, fire fighters could knock down the barricade to enter Stone Ridge Circle. He said that is why this is a safety issue for both pedestrians and fire access.

Mr. Khasho said some testimony suggested that the City should move the chip pathway closer to the roadway so cars could park beyond the pathway. He said this would not allow enough room to park a car at an angle beyond the path.

Commissioner Hosford asked about the City's timeline for improvements on 155th.

Mr. Khasho said the City listed the 155th improvements on the Transportation System Plan (TSP), so they recognize the need. He said the cost is about \$4 million and Beaverton has more urgent projects that are not yet funded. He said everything depends on funding, which remains scarce.

Commissioner Conway said since the barricaded stub is a fire entrance, why did the City not install No Parking signs when the development was constructed.

Mr. Khasho said when an area was clearly not meant for parking the City does not post No Parking signs on the odd chance that someone might someday park there. He said they trust drivers' common sense. He said posting unnecessary signs adds visual clutter that is neither effective nor desirable. When drivers ignore their common sense, staff sometimes has to reconsider and post signs.

Commissioner Conway observed that the Planning Commission made a decision then moved on unaware of the consequences.

Mr. Khasho said the Traffic Commission does not deal with development code or development density. He said our regional government, Metro, provides density guidelines and street width standards. He said the City strives to meet these guidelines because project funding from Metro and the State depend on it.

Commissioner Conway asked if posting No Parking signs now would still create clutter.

Mr. Khasho said too many signs in one area lead drivers to ignore all the signs as meaningless. He said signs are clearer and easier to comprehend when drivers have fewer signs to read; too many unneeded signs are confusing and cause visual clutter.

Commissioner Conway said then it might be easier to post signs along the whole area.

Mr. Khasho said the parking problem is only along one specific section of roadway, not along the whole area.

Chairman Harris closed the public hearing concerning TC 682.

Commission Deliberation:

Commissioner Johnson said the Commission is not expected to solve the entire neighborhood's parking problems; they only need to make a decision on parking in one area. She believes the current parking situation is not safe.

Commissioner Hosford said she also lives in a high-density community and so understands the constraints that places on homeowners. She said the suggestion was that people who park along 155th could instead park on surrounding streets. She said soon homeowners on those streets would ask the Commission to restrict parking in front of their homes and the parking problem would migrate to other areas. She understands both the homeowners' parking needs and the pedestrian concerns.

Commissioner Conway said he was the only member who voted to restrict parking at the April hearing. He intends to speak to the Planning Commission to learn how these parking issues evolve in high-density developments. He said 155th is a Collector Street and parking is not allowed. He said if everyone was courteous and pulled completely off the chip pathway then parking here might work; however, people have done a poor job of policing themselves and it is now a public safety issue. He has empathy for the neighbors who bought homes without enough parking but he supports restricting parking to improve safety. He said the City should come up with a reasonable parking alternative given that they are eliminating parking needed in the neighborhood.

Chairman Harris said he heard several new points at this hearing. He said this area was clearly never intended for parking; it was intended only as a public pathway until the City could build sidewalks. When residents purchased their homes, this area was not sold as their additional parking. He said the City installed the pathway with no reasonable thought that drivers might someday think it appropriate to park on top of a pedestrian pathway. He said if he decided to park on the sidewalk in front of his house, he would be blocking other's access. He supports restricting parking along this section of 155th.

Commissioner Johnson concurred with the Chairman's statement.

Commissioner Johnson MOVED, SECONDED by Commissioner Conway to approve the staff recommendation on TC 682 "Parking Restrictions on the West Side of SW 155th Avenue near Tephra Terrace." Question called on the motion. Commissioners Harris, Conway, and Johnson voted AYE. Commissioner Hosford voted NO. The MOTION CARRIED. (3:1)

Commissioner Johnson MOVED, SECONDED by Commissioner Conway to approve the final written order on TC 682. Question called on the motion. Commissioners Harris, Conway, and Johnson voted AYE. Commissioner Hosford voted NO. The MOTION CARRIED. (3:1)

**Issue TC 686: Crosswalk and Signal Modification on SW Farmington Road East of 139th Avenue**

Chairman Harris opened the public hearing concerning Issue TC 686.

**Staff Report:**

Mr. Khasho said the City received several requests from residents living this area asking the City to install a pedestrian crossing. He said there are no signalized pedestrian crossings between Hocken Avenue to the east and Murray Boulevard to the west.

Mr. Khasho said the surrounding area includes many high-density, multi-family dwellings. He said TVF&R (Tualatin Valley Fire and Rescue) Station No. 67 is located at the proposed crosswalk site. Currently, station personnel can trigger their signal to turn red to stop traffic so they can exit the station. He said Eichler Park is adjacent to the fire station on the south and a strip mall with convenience store is across the road to the north. He said residents living on the south side of Farmington cross near the fire station to reach the convenience store. He said youth living on the north side of Farmington cross to the south to reach Beaverton High School. In addition, he said TriMet bus stops on both sides of Farmington attract transit riders who need to cross near the fire station.

Mr. Khasho said staff looked at ways to utilize the existing signal structure to improve crossing safety and found the best option was to install a hybrid pedestrian signal in place of the fire station's flashing yellow and red signal. He explained that the MUTCD (*Manual on Uniform Traffic Control Devices*) allows this new type of signal that has two red balls displayed horizontally on top and a yellow ball below. He said a hybrid signal is dark (not lighted) most of the time so when it is illuminated drivers pay attention. The current TVF&R signal constantly flashes yellow. Mr. Khasho said a hybrid signal would begin flashing yellow only as fire equipment prepared to exit the station; the signal would then change to solid yellow, and finally both horizontal balls would show red when fire equipment was ready to exit. He said hybrid signals capture drivers' attention and could increase driver compliance. He said hybrid signals with pedestrian signals and pushbuttons are approved for pedestrian crossings, though fire equipment would have priority over pedestrians.

Mr. Khasho said Farmington at this location carried about 30,000 vehicles per day in 2009 and traffic counts this week showed about 26,500 vehicles per day. He said these traffic volumes leaves few gaps for pedestrians to cross the road safely. He said the MUTCD allows pedestrian signals on roadways with a speed limit of at least 35 mph and this location meets all required warrants for pedestrian signal installation.

Mr. Khasho said staff twice met with TVF&R and heard concerns about pedestrians standing on the island when fire equipment exits the station and how the island does not meet ADA (Americans with Disabilities Act) requirements.

Mr. Khasho said that after meeting with TVF&R, staff researched applicable turn radii templates. He said traffic engineers use a resource called the *Policy on Geometric Design of Highways and Streets* for turn path templates and the Policy does not specify a turn template for a large ladder engine; instead, staff used the turn template for an inner-city bus, which has a similar length and axel width. The Policy provided a turn template for a smaller, 33-foot engine that TVF&R also use. He pointed out the vehicle turn path drawings attached to his August 4 memo (in the record) show that waiting pedestrians would remain a safe distance from exiting fire engines. He said if this project were approved, staff would redesign the island to increase pedestrian safety and meet ADA requirement. He explained that staff cannot commit time creating detailed project designs until the project was approved for construction. Mr. Khasho said he believes staff could create a design that addresses all TVF&R concerns and he would ensure TVF&R reviews the plans before proceeding to construction. He added that the City typically sends development and street plans to TVF&R staff for review.

Mr. Khasho asked the Commission to approve the crosswalk and hybrid signal for Farmington Road east of 138th Avenue based on the findings in the staff report and staff's August 4 memorandum and drawings.

Public Testimony:

The Commission received written testimony on this issue from Traffic Sergeant Steve Schaeer, Deputy Fire Marshal Karen Mohling, Anthony Newfield, Rosalie DeRyan, and Marina Rizzi (in the record).

Scott Steiner, Battalion Chief, Beaverton, said he represents TVF&R and Fire Station No. 67 and they recognize the need for a safe pedestrian crossing for this section of Farmington. He said they want to work with the City on a solution because they watch pedestrians try to cross here every day and they know the safety concerns are valid.

Chief Steiner said he understands the monetary savings and convenience for the City if they use the fire station's traffic signal. He said TVF&R worries this crossing would bring pedestrians too close to a busy fire station. He explained that Station 67 is TVF&R's busiest fire station, running about 5,500 calls last year in addition to personnel's many trips each day for other business. He said their community room attracts additional traffic and park visitors often park on the edge of their property. He said that equals a lot of traffic moving in and out of the station driveway every day and they are very concerned about pedestrians standing on an island to the right of their driveway. He said the public can be unpredictable, for example, pedestrians might be distracted, young, wearing headphones, or hearing impaired. He said this makes it difficult for engine drivers because they have to account for these pedestrians when exiting the station.

Karen Mohling, TVF&R Deputy Fire Marshal, Tigard, said they are concerned about inviting pedestrians to wait on an island in the middle of the station's traffic pattern. She said when you invite people to a location, they assume the location is safe; however, she does not believe this island is safe as it stands today. She said they met with Mr. Khasho and discussed alternatives. They want more details before approving this crosswalk.

Deputy Marshal Mohling said she completely agrees with the City that a crosswalk was warranted. Daily they see pedestrians struggle with this dangerous crossing and she said it scares them as much as anyone else. She said there is no safe pedestrian



crossing for this entire one-half mile section of Farmington yet people must cross in this area to reach the bus stops. She said TVF&R thinks other locations would be equally effective for a crosswalk.

Commissioner Conway asked if they really allow park users to park on their property.

Chief Steiner said they do and it is not a problem.

Chairman Harris said having a pedestrian island in the middle of the station driveway allows engine drivers to clearly see anyone waiting on the island. He wondered if the pedestrians would be equally visible if the crosswalk was moved down the street. He said this area is densely populated so he understands why people need to cross here.

Deputy Marshal Mohling said fire personnel also regularly walk across Farmington to reach the convenience store.

Chairman Harris said people would likely hear the big garage doors roll up and the sirens blare and know it is time to get out of the way.

Chief Steiner said he is a former engine driver and knows it is especially challenging to look for pedestrians while exiting the station because drivers must divide their attention among so many competing distractions and concerns. He said the design of equipment inside the fire engine makes looking down and out more difficult for drivers.

Deputy Marshal Mohling said the island contains the signal arm support pole and it is very difficult to see behind this pole and the attached electrical signal box. She said the station's brick sign is also on this island and all these features could hide a child, small person, or baby stroller. She said the island has a curb that would be difficult for some to step up on and, once on the island, there is limited standing room. Deputy Marshal Mohling said she is not confident that all pedestrians would know to stand out of the way when the sirens blast and engines start rolling out of the station. She said the crosswalk adds one more layer of unpredictability for their drivers. She said they work hard to keep their response times low and they want to exit the station as quickly as possible.

Commissioner Conway asked what TVF&R considers a reasonable distance on either side of the station for installing a crosswalk.

Chief Steiner said either the west or east side of their property at the property line would be preferable. He said City staff told them those locations have limitations.

Deputy Marshal Mohling said they asked the City to consider the east side of their property where there is a sort of corner. This would be well outside their turn pattern. She understands there are standards that disallow this location, but 139th is another option. She said they realize the City's goal is to save money by using their signal pole.

Deputy Marshal Mohling said the fire engine turn radius they use comes from the fire code so there are two different standards. She said when the fire code turn template is superimposed over Mr. Khasho's template, the area in front of the island is within the turn path. She said Mr. Khasho referred to a 33-foot engine and she is almost sure their longest aerial engine is 44 feet. His drawing might not apply.

Chairman Harris asked if 138th Court is directly across the road from the fire station.

Deputy Marshal Mohling said Washington County maps shows 138th Court across from the fire station but it actually looks more like an easement or parking area.

Chairman Harris asked if they were willing to work with the City if a plan was approved.

Deputy Marshal Mohling said they are not comfortable approving the plan proposed as it stands now. She said they want to be part of the approval process if the Commission does approve that plan. She said perhaps they could put the crosswalk on the east edge of their property and use the same signal pole for the new signal—if it met standards.

Marina Rizzi, Beaverton, said she lives on 141st Avenue and must cross Farmington twice a day to ride TriMet. She said as a mother she could not imagine letting her child cross this street without a crosswalk. She has also heard complaints from drivers about the unpredictable way some pedestrians cross Farmington.

Commissioner Hosford asked what location Mrs. Rizzi would prefer for a crosswalk.

Mrs. Rizzi said she would like it located on the corner of 141st because she lives nearby and she could more quickly cross Farmington to reach the No. 57 bus on TV Highway. She knows more people cross Farmington by the fire station to reach the convenience store or park, so more people would benefit if it were closer to those features.

Brian Milliken, Beaverton, said he is a family therapist who works in an office directly across the street from Station 67 and he sees many people struggle to cross here every day. He said there are several large, low-income, apartment buildings behind his office and during the summer there is a children's free lunch program at Eichler Park. He sees groups of 12 or more people crossing Farmington to get to the free lunch. He said THPRD (Tualatin Hills Park and Recreation District) recently finished a state-of-the-art bike ramp course that is attracting even more young people to the park.

Mr. Milliken said he has witnessed three vehicle collisions along this section of Farmington within the past year and he described what he saw. He said the only good thing was that TVF&R staff always responds to help within moments. He said he once saw some youth "hanging out" on the traffic island in front of the station for more than an hour. He said no one came out of the station to tell them to move because it was unsafe.

Commissioner Conway asked if he prefers having the crosswalk at the fire station.

Mr. Milliken said the fire station is near the park and that is where they need a crossing. He said another solution is to install a camera and fine jaywalkers.

Commissioner Hosford asked if Mr. Milliken would feel comfortable using the island as a location to wait if he were a pedestrian crossing Farmington.

Mr. Milliken said the bottom line is that people must and will cross at this location anyway. He said people jaywalk because that is their only choice. He said the dilemma is, if a fire engine hit a pedestrian in a crosswalk, who would be at fault? However, if a fire engine hit a jaywalker, then he thinks police would fine the jaywalker. He said TVF&R, City staff, and neighbors all agree this problem is a safety issue.

Anthony Newfield, Beaverton, thanked Mr. Khasho and Mr. Ho for their work on this issue. Mr. Newfield said he was the first person to alert Mayor Doyle to the safety problems pedestrians' encounter when crossing this section of Farmington. He said the Mayor told him City staff had never looked into this issue. Mr. Newfield said now, just two months later, the Commission has a proposal to consider. He said this is how local government should work and he is truly impressed.

Mr. Newfield said he is a bicyclist and pedestrian and regularly uses Farmington Road. He said the data in Mr. Khasho's memo amazed him, as he had no idea 100 people cross at this location every 24 hours. He said he understands the fire department's concerns but he feels City staff has presented viable solutions. He appreciates that engine drivers worry about hitting a pedestrian in the crosswalk and that pedestrians might be distracted. He said this could happen anyway because there are already 100 pedestrians crossing here every day without a crosswalk. He said a crosswalk would help regulate pedestrian behavior and increase safety.

#### Staff Comments:

Mr. Khasho noted that on July 29, 2011, staff conducted a pedestrian count at the fire station and observation showed approximately 100 pedestrians cross here every 24-hours. He said whether they install a crossing signal or not, people would continue to cross here. With or without a crossing signal, there would be times when fire equipment and pedestrians are in the same area at the same time.

Mr. Khasho said TVF&R stated that they have 5,500 runs per year from Station 67; however, dividing 5,500 by 360 days equals about 15 runs a day. He said it is likely 50 percent of those runs would turn west and 50 percent east, meaning there would likely be only about eight potential conflicts per day. The actual possibility of conflicts is even lower considering that pedestrians are often not present when engines exit the station.

Mr. Khasho said there was testimony that the crosswalk could be located on the station's east boundary and still use the existing signal pole. He said the crosswalk and pedestrian signal must legally be located together. He said the vehicle stop lines must be located 40 feet from the signal. Even if the crossing were installed on the east side of the station property, at times pedestrians would still be near exiting fire engines. He said engineers must also consider signal spacing standards and locating a crosswalk signal on the east side of the property would place it too close to the fire signal.

Mr. Khasho said if a crossing were installed somewhere else in this section of roadway, 141st or 142nd would make good locations because they are included in the Farmington Road Improvement Plan. He said that is a \$7 million project and the City needs federal funding to build it. He said this proposed crosswalk and signal would immediately improve pedestrian safety until the Farmington Road improvements are funded.

Regarding the staff drawings showing truck turn paths, Mr. Khasho said the second drawing shows a 40-foot vehicle with a 27.6 inside turn radius and a 48-foot outside turn radius. He said these essentially match TVF&R's engine turn template, although an inner city bus looks different from a ladder engine.

Mr. Khasho said staff researched the past three years of pedestrian/vehicle crashes in the area and found none. Nevertheless, he said pedestrians take countless chances when crossing this section of roadway because there are so few gaps in traffic.

Commissioner Hosford asked if it was correct that spacing standards for crossing signals make 141st the next best location if the fire station signal remained as it was.

Mr. Khasho said that was mostly true. He said on Arterial Streets engineers like to have signals spaced no closer than 1000 feet apart; that allows drivers to move through a series of coordinated green lights. He said closer spacing leaves queues of cars after the signal changes and that congests traffic flow.

Commissioner Conway asked if the distance from the Hocken signal to the intersection at Menlo was about the right spacing for a pedestrian crossing.

Mr. Khasho said Hocken is approximately 1,100 feet from the fire station. He said in addition to spacing, new signals must meet a warrant for traffic volume for the number of vehicles entering from the side street; Menlo currently does not meet that warrant.

Commissioner Conway asked if that is because Menlo does not have enough traffic or because people do not want to make a left turn from Menlo.

Mr. Khasho said Menlo does not have the traffic volume to warrant a traffic signal.

Commissioner Conway asked if staff's location choice was driven mainly by cost.

Mr. Khasho said cost is always important. He said the City would eventually make the Farmington Road improvements, so any signal installed now needs to accommodate those future improvements. He said it would make no sense to spend money on a signal now, then come back later, remove that signal to install a different signal. He said the cost of installing a new traffic signal ranges from about \$400,000 to \$500,000, while modifying the existing signal would cost the City only about \$5000 to \$7000.

Chairman Harris closed the public hearing on TC 686.

#### Commission Deliberation:

Commissioner Hosford said her first preference was to locate the crossing somewhere other than at the fire station. She would like to see pedestrians kept out of that area. She said Mr. Khasho and staff have analyzed the turn space needed and they are confident there is enough space for fire engines to turn safely. She said signal spacing standards remove the next best option of locating the signal on either side of the station property. She supports installing the crossing and signal as recommended by staff.

Commissioner Conway asked staff about jaywalking.

Sgt. Schaer said pedestrians must use a crosswalk if one was available. If there is no crosswalk available for at least 150 feet, then they may cross at another location as long as they walk straight across the roadway at a 90-degree angle. That is not jaywalking.

Commissioner Conway said he has never seen a pedestrian crossing in front of a fire station and he is uncomfortable with this solution. He said the fire station makes 15 runs a day and staff says it is okay to install a pedestrian crossing there, yet pedestrian are out of luck because Menlo's traffic volume is too low to install a crossing there. He said that reasoning defeats the whole idea of reducing automobile traffic. He said the staff report should have included the cost difference between installing a new signal and modifying an existing signal. He said if they wait for \$400,000 it might be a long wait for a crossing, while an imperfect \$10,000 solution is a more likely to happen. He feels this solution is like putting a crosswalk at an airport. He remains undecided.

Chairman Harris said the Traffic Commission was not charged with making decisions based on cost. He said this proposal seems to be the best alternative presented in a very busy area where there are clear safety issues. He said at intersections such as Farmington and Hall, thousands of drivers turn across active crosswalks every day; a right turn across a crosswalk is a common event for drivers. The only unique part is that the vehicles in this case are fire engines. He said he completely respects the challenges TVF&R faces when they respond. He supports the staff recommendation, with the addition that City staff work with TVF&R staff to make this crossing as safe as possible.

Commissioner Johnson concurred saying it is not a perfect solution but it is far safer than the current situation. She said they need a crosswalk and financially this solution works. She appreciates Mr. Khasho's willingness to work with TVF&R.

Commissioner Conway said he agrees we need a crossing but in a perfect world, it would be somewhere else; he thinks they could find some other option. He said he would not support the staff recommendation.

Commissioner Johnson MOVED, SECONDED by Commissioner Hosford to approve the staff recommendation on Issue TC 686 "Crosswalk and Signal Modification on SW Farmington Road East of 139th Avenue" and the final written order. Question called on the motion. Commissioners Harris, Hosford, and Johnson voted AYE. Commissioner Conway voted NO. The MOTION CARRIED. (3:1)

## OLD BUSINESS

Mr. Khasho said work on two more Commission recommended items has been completed. He said parking signs are now in place to restrict parking on Bridletrail near Brockman. He said the intersection at 165th Avenue at Ivy Glenn as been changed to yield control.

## NEW BUSINESS

Mr. Khasho said the Commissioners have a copy of the Beaverton Community Vision Report that itemizes citizens' recommendations for future improvements in Beaverton. He asked the Commissioners to pay special attention to the lists of action items.

Mr. Khasho said THPRD has formed the Fanno Creek Greenway Trail Crossing SAC (Stakeholders Advisory Committee) to study ways to improve the trail's crossing east of Albertsons on Hall Boulevard. Mr. Khasho reported that last night the SAC reviewed crossing options, including installing a hybrid crossing signal, an overcrossing with ramps, a tunnel, or moving the crossing to a different location farther to the east. He said

the SAC would narrow the list to two options at the next meeting. He encouraged the Commissioners and residents to learn more about this project at [www.FannoCrossingHall.org](http://www.FannoCrossingHall.org).

Chairman Harris said he talked with a SAC member about crossing options. He said this is an important issue because the Fanno Creek Trail offers the community exactly the kind of connectivity recommended in the City's TSP for pedestrians and bicyclists.

Mr. Khasho said the SAC would arrange a project presentation for the Traffic Commission as they develop options and complete their work.

Mr. Khasho said that next month the Traffic Commission would once again hold a public hearing about restricting parking on Diamond View Way. He said at the last hearing, the Commission voted not to restrict parking. He said the neighbor wanting the restrictions has continued calling the City about this issue, so Mr. Khasho has scheduled a second public hearing.

Chairman Harris said he would be unavailable to attend the September meeting and Vice Chair Lauren Holmes would conduct the meeting.

#### ADJOURNMENT

The August 4, 2011, meeting of the Traffic Commission adjourned at 9:27 p.m.

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Debra Callender, Commission Recorder